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TALKED OF BY RAILROADERS

RUMORED THAT NOGALES-TUCSON
CUT-OFF WILL BE BUILT.

Increasing Mexican Traffic Causes
Activity in Railroad Circles
in Southwest.

Nogales to Tucson, 137 miles.
Nogales to Tucson, 72 miles.

The first line shows the distance it is necessary now to travel by rail in order to go from Nogales to Tucson. The second line shows the distance it will be necessary to travel when the Southern Pacific railroad builds the Twin Buttes-Calabasas cut-off. The distance will be cut down one-half.

Instead of traveling 137 miles as is now necessary, only 72 miles will be covered. Sixty-five miles, and much of the distance over tracks of very disagreeable grade, will cut off.

It is stated in railroad circles here that the directors of the Southern Pacific company have already made an appropriation for the construction of the road from Twin Buttes to Calabasas.

Twin Buttes is 28 miles from Tucson and the road to that place (owned by capitalists headed by Mayor David Rose of Milwaukee, who have valuable mining properties in course of development at Twin Buttes) is now under way from Tucson. From Twin Buttes to Calabasas is 34 miles. At Calabasas the cut-off will connect with the Benson-Nogales branch of the Southern Pacific, Calabasas being ten miles north of Nogales.

It is stated, however, that nothing will be done towards the construction of the cut-off during the coming summer, except to survey the route, the construction work to commence about February of next year.

The fast increasing traffic of the Sonora railroad makes the cut-off necessary to the Southern Pacific. It means a shorter route, and avoidance of some heavy grades. It also means through trains from the Pacific coast to points in Mexico, via Nogales. It will do away with the "burro" (local) train now running between Nogales and Tucson via Benson, as a mixed freight and passenger train will then be sufficient to accommodate the traffic of the road between this place and Benson.

On the new route there will be no heavy grades. There is a water course, the Santa Cruz river, running almost the entire distance from Calabasas to Tucson.

To the Mexican traffic entirely is due the decision of the Southern Pacific officials to build the Twin Buttes-Calabasas cut-off connecting Tucson and Nogales. It will affect the entire Southern Pacific system (the Sonora railroad and the Cananea, Yaqui River & Pacific) south of Nogales. Especially it is due to the development of the Yaqui river country in southern Sonora, a region that is

now about to be tapped not only by the Cananea Yaqui River & Pacific road of the Southern Pacific system, but also by the Nacozari road, the Sonora extension of the El Paso & Southwestern system. It is the desire of the Southern Pacific to have the shortest and most convenient route possible between that country and Pacific coast points in the United States. The Nacozari road crosses the international line near Douglas, Arizona, south into Sonora and as another means of combatting that road in the fight for the Mexican trade the Southern Pacific system is surveying a route from the Yaqui river region in Sonora north to Douglas, the road to connect with its Cananea, Yaqui River & Pacific road in the Yaqui river country.

Another railroad project now on foot in Sonora that must in time be given attention by the Southern Pacific system in its efforts to control the traffic of the west coast of Mexico, is a little forty-five mile road that will connect the Altar District of Sonora with the Gulf of California. The concession for the road to the gulf has been secured from the Mexican government by Mr. John Henderson, president of a company of California and eastern capitalists who own valuable mining properties in the Altar District. The road is now being surveyed and construction work is to be commenced as soon as the engineers have completed their work. The road will be built from Cape Lobos on the gulf to Caborca, in the Altar district, passing through a number of rich mining camps whose development has been retarded through lack of transportation facilities.

At the present time the Altar district, generally conceded by mining men in this section of the country to be the richest mineral district in the Republic of Mexico, has no railroad connection with the outside world. Freight is now brought into the district by wagon from Santa Ana, on the Sonora road (Southern Pacific), to Altar, 60 miles west and to Caborca and Pitiquito, fifteen miles further, from which central points it is distributed in different directions to the smaller towns and camps in the district. With the completion of the Henderson road from the gulf to Caborca, the very center of this rich district, all the freight now going into that section via Santa Ana over the Sonora road, will go down the Pacific coast and up the Gulf of California to Cape Lobos, thence into the district over the Henderson road. And it is the general belief that the present freight traffic will prove to be but a small matter when compared later with the increased traffic that will come with the rapid development of the district that is sure to follow its connection by rail with the outside world.

Mining men interested in the Altar district are watching with interest the operations on the Henderson road, as they see in it a goad that will induce the Southern Pacific to build not only to Altar and Caborca, from Santa Ana, but entirely through the Altar district, from Santa Ana to the gulf coast.

LETTER FROM WASHINGTON

THE OASIS EDITOR WRITES FROM
SEAT OF GOVERNMENT.

Tells of Interesting Battle for and
Against Statehood at Na-
tional Capital.

Washington, D. C., March 3rd.
—At one o'clock the 28th ult., the train reached Washington, and within a few minutes we were safely ensconced in the Riggs House, where we were shortly joined by Judge C. F. Ainsworth of Phoenix and J. L. Hubbell of Apache county together with Mr. Rodney of New Mexico. After lunch we went to the capital, and at once joined in the work in which Messrs. Hubbell and Ainsworth had been engaged several weeks, viz: soliciting the support of senators for the joint-statehood bill. There is a battle royal on hand, and the issue is in doubt. Without a question the bill will pass, but the crafty opposition from Arizona are seeking to emasculate the measure by amendment. They seek to head off a constitutional election and its great educational effect, by putting the question to an election in the territories separately in a snap election to be held at the end of sixty days. That is the Foraker amendment, as outlined in THE OASIS of the 24th ult. Both sides are very confident, and the Washington Post of yesterday states that the Foraker amendment will be attached to the bill by eight majority. Senator Beveridge assures me that the bill will pass without the Foraker amendment. A vote will be agreed upon next Friday, and the result of the vote will be announced, probably, simultaneously with the presentation of these lines to readers of THE OASIS.

Of one proposition toward which I have long entertained a strong conviction the present trip to Washington has made to my mind a certainty: That is the jointure with New Mexico is the only method by which the people of Arizona will ever enter the American Union. The people of the United States will never consent to the creation of two states out of those two territories. Even democrats are beginning to see the folly of their claims, and already one democratic senator (Mr. Clarke of Arkansas) is lined up for the bill as it now stands. The same reasons advanced by Senator Dick of Ohio and Senator Hopkins of Illinois against admitting the two territories separately will be shortly grasped and appreciated by the people of Georgia, Virginia and other great states in the South, and in another Congress the people of the territories may find the representatives and senators from those great states supporting the proposition to terminate the territorial condition and force joint statehood upon the people of Arizona and

New Mexico against the will of their people. The objection set forth by the two senators quoted is that THE OASIS has so earnestly pointed out as the stumbling block to single statehood. That is that the people of Illinois with five millions population, Ohio with six millions, New York with eight millions, Pennsylvania with seven millions, will never consent to any more small states with half the population necessary to entitle them to one member of Congress entering the Union with equal weight in the Senate. That time has passed, and forever; and the quicker the people of Arizona and New Mexico awaken to the fact the better it will be for them. Sufficient in number to keep them forever from single statehood are the great states which have taken the stand for jointure. The very logic of their position will shortly bring around some of the great democratic states. And when it does that will settle the question. Unless Arizona and New Mexico get into double harness now they will have to do so then in very short order.

Nor is this forcing states into the Union any new proposition, as shown by Senator Dick's speech (also by Congressman Hepburn in the hearing before the House committee on territories.) Iowa rejected statehood three times, and on the fourth accepted it by a scant majority only. Maine also rejected several times what we call the "priceless boon." Those were the days in which the struggle dividing the American people was to maintain the equilibrium in the United States senate between the slave states and the free. To offset Louisiana, admitted in 1816, the North needed a state, so an enabling act was given the people of Maine. They rejected the constitution framed thereunder. Twice again the question was sent back to them, and the third time they became a state. Iowa was wanted to offset Florida, and three times her people refused to go into the Union. The fourth they did "squeeze in."

Nor is the proposition to enlarge the area of a territory to make a state anything really new, as shown in Senator Hopkins' speech on jointure. Illinois was enlarged and given her fourteen northern counties, including what is now the site of the City of Chicago. But for that Chicago would now be in the state of Wisconsin, and Illinois would have only about one-half of her present population. So it is made plain by the two senators instanced that in past history other territories have had statehood forced upon them, and that at least one territory was "outraged" by Congress forcing an extension of its boundaries as a condition precedent to statehood. Precedents show that when the people of the United States make up their collective mind that they want a territory to become a state, it has to do so, and on the terms the people of the United States desire; and when the people of the United States don't want a state to leave

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